

GO TO 2040 MOVING FORWARD

Livable Communities

Local Technical Assistance

In its third year, CMAP's Local Technical Assistance (LTA) program added to its list of 150 projects in which counties, municipalities, and nongovernmental organizations are planning for increased livability, sustainability, and economic vitality. Through its three-year U.S. Department of Housing and Urban Development grant expired in December 2013, CMAP will continue the LTA program with new funding from the U.S. Department of Commerce Economic Development Administration, the Illinois Attorney General, and more. Among recent LTA highlights:

Blue Island Comprehensive Plan

Since adopting its comprehensive plan in June 2012, Blue Island has collaborated with the Regional Transportation Authority on a zoning ordinance for its Uptown District and Vermont Street station area to encourage high-quality, mixed-use development. A grant from The Chicago Community Trust has helped the City to hire a new staff person solely dedicated to plan implementation. The City has also begun a waterfront study to identify recreation opportunities along the Calumet-Sag Channel in conjunction with development of the Calumet-Sag Trail.

Campton Hills Comprehensive Plan

Incorporated in 2007, our region's newest municipality adopted its comprehensive plan in August 2012. The Village of Campton Hills plan is a model for "urban edge" communities, with a strong focus on preservation and conservation. It demonstrates a deep commitment to protecting character, natural resources, and agricultural lands while also pursuing economic development, transportation infrastructure improvements, and land use goals. In early 2014, Campton Hills will initiate a second LTA project to update its subdivision and zoning ordinances for consistency with its comprehensive plan.

Fairmont Neighborhood Plan

Since adoption of its plan in 2012, the residential neighborhood of Fairmont in unincorporated Will County has made significant implementation progress. Mobility improvements include three new bus shelters and the community's first-ever sidewalk. Completed in fall 2013 as recommended by 2010-11 participants in CMAP's Future Leaders in Planning program, the sidewalk improves access to the local elementary school and was partially funded by the federal Safe Routes to School program. The community also formally documented its unique history, upgraded its stormwater infrastructure, and — with Openlands assistance — started its first community garden.

Green Healthy Neighborhoods Land Use Plan

Once lively and densely populated, the Chicago neighborhoods of Englewood, Greater Englewood, Washington Park, and Woodlawn face numerous challenges that include a depressed housing market, lack of employment opportunities, and many years of population decline. The City of Chicago partnered with CMAP to rethink and fine-tune land use patterns, take advantage of existing infrastructure, and create catalysts for redevelopment, neighborhood stability, urban agriculture, and more livable communities. Following completion of the plan in March 2013, the Southeast Chicago Commission (a project partner) received a grant from The Chicago Community Trust to create a green infrastructure community training program. Also, a large lot policy and ordinance to address vacancy concerns are currently under review by City officials.

Lake County Local Food Planning

A two-year project explored policy changes to better support sustainable agriculture as an economic development tool in Lake County. Nonprofit, public, and private partners collaborated to strengthen the county's sustainable food system, in conjunction with a master plan update for the Liberty Prairie Reserve. Since the project's completion in mid-2013, Lake County has amended its Unified Development Ordinance to support food production and keeping of bees and chickens in residential areas. Conserve Lake County, the Lake County Forest Preserve, and the Liberty Prairie Foundation have formed a partnership to lease co-owned land on Casey Farm in Libertyville to Radical Root, a local organic farm co-op.

Toolkits and Resources

In June 2013, CMAP published a Climate Adaptation guide to help municipalities mitigate the potential costs and disruptions of climate change by planning for anticipated weather impacts. In August, CMAP published an Arts and Culture toolkit — including model ordinance language — as a guide for municipal planners. Another resource addresses the esoteric subject of Form-Based Codes, which offer an alternative to conventional methods of zoning that emphasize the regulation of land use rather than the support of physical characteristics that contribute to the sense of place in a community. Building on CMAP's Parking Strategies guide, Hinsdale and Wicker Park-Bucktown are planning for parking to influence the character, form, function, and flow of their communities. These and other communities are using CMAP toolkits and resources — often with LTA support — to enhance livability at the local level.

Energy Impact Illinois

Funded with a \$25 million grant from the U.S. Department of Energy Better Buildings Neighborhood Initiative, the CMAP-led Energy Impact Illinois (EII) alliance will complete its three-year program in early 2014. By facilitating access to information, finances, and workforce, its programs simplified the often-complex process of improving energy efficiency for residential, commercial, and industrial buildings. EII's Delta residential loan program and Energy Savers multifamily loan program will continue through October 2014. EII achieved more than 3,500 residential and 3,000 multifamily retrofits, with over 350,000 square feet of commercial retrofits. It also provided in-depth technical assistance to 29 commercial entities with more than 23 million square feet.

Stormwater Utilities

House Bill 1522 became Illinois law in August 2013, allowing DuPage County to implement a stormwater utility fee, after the Village of Downers Grove had implemented such a program earlier in the year. Building on GO TO 2040 recommendations, CMAP issued a January 2013 report on *The Value of Stormwater Utilities for Local Governments in the Chicago Region*.

Open Space Acquisition

GO TO 2040 calls for the state to make open space land acquisition and development match requirements more equitable. In August, Illinois Senate Bill 1341 was signed by Governor Quinn as an amendment to the Open Space Lands Acquisition and Development Act, allowing distressed communities to receive up to 90 percent (rather than the former 50 percent) for acquisition of land for such purposes.

Human Capital

Workforce and Innovation

CMAP provides data, analysis, and coordination for implementing GO TO 2040's recommendations on workforce and innovation. In 2013, the agency added to its series of drill-down reports, shedding light on advanced manufacturing and how it intersects with the region's freight industry cluster. That analysis is also shaping a number of CMAP LTA projects that help improve coordination of workforce development. Hoffman Estates is planning an I-90 "Golden Corridor" for manufacturing, and other workforce-related LTA projects include Blue Island, Berwyn, Franklin Park, and Morton Grove. To improve the region's and state's rate of innovation, the Illinois Science and Technology Coalition is working to help small firms compete for federal technology transfer funding to commercialize home-grown technologies.

Efficient Governance

Tax Transparency

GO TO 2040 highlights the problems associated with economic incentives offered by municipalities to retain businesses or lure them from elsewhere in the region. This process started to become more transparent due to legislation requiring that municipalities and counties report by April 2013 to the Illinois Department of Revenue (IDOR) regarding sales tax rebates. Another new law requires the Illinois Department of Commerce and Economic Opportunity (DCEO) to post the terms of each Economic Development for a Growing Economy (EDGE) tax credit agreement on its website.

Access to Information

CMAP issued a series of Community Data Snapshots, providing useful background on each of the region's seven counties, 284 municipalities and 77 Chicago community areas. They are part of a realigned MetroPulse web presence as CMAP and The Chicago Community Trust remain committed partners in the collection and distribution of public data to monitor progress on the region's most important issues. The Trust provided a series of community indicators that complement GO TO 2040 indicators. In December 2013, CMAP launched a new overall website for the agency, with extensive improvements for increased transparency and ease of use.

Regional Mobility

Congestion Pricing and Performance-Based Funding

GO TO 2040 recommends strategic investments in the transportation network, which is key to economic prosperity. Already used by ten other states, congestion pricing gives travelers the option to use an express toll lane that ensures reliable travel times. CMAP continues its public campaign urging Governor Quinn, the Illinois Department of Transportation (IDOT), and the Illinois Tollway to implement congestion pricing to manage traffic on five new expressway projects approved in GO TO 2040. The Chicago Tribune followed up its own supportive editorial by publishing an op-ed column by CMAP in November 2013 to advocate for express toll lanes as the most effective strategy for managing traffic regionwide.

Billions of transportation dollars are at stake each year in Illinois. In May 2013, CMAP launched a web microsite that describes how "performance-based funding" can improve transparency and decision making and includes a compendium of related CMAP research and analysis. Although this material focuses on highways, CMAP believes the approach should apply to all modes of transportation.

Freight

At the federal level, the new MAP-21 transportation bill has led to creation of a National Freight Advisory Committee and a draft Primary Freight Network. While MAP-21 makes some progress in developing a national freight policy, the law emphasizes highway modes only. CMAP seeks to transcend MAP-21 by pursuing a truly multimodal vision for freight, with a stronger role for Metropolitan Planning Organizations (MPOs), a dedicated funding source, and performance-based project selection. CMAP has formed the Regional Freight Leadership Task Force that will report in mid-2014 on issues that include whether to create a Regional Freight Authority for metropolitan Chicago, as called for in GO TO 2040.

Major Capital Projects

While the primary transportation emphasis of GO TO 2040 is to maintain and modernize the system, the plan recommends several major capital projects that will maximize regional benefits of mobility and economic development. Important progress has been made, including:

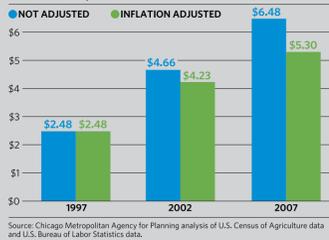
- The **IL 53/120 Blue Ribbon Advisory Council** report recommends construction of a four-lane, congestion-priced parkway with speed limit of 45 mph. This report is now the basis of extensive Central Lake County Corridor land-use planning led by CMAP and financial planning led by the Illinois Tollway, with both efforts including Lake County government, municipalities, and other stakeholders.
- The Chicago Transit Authority (CTA) **Red Line South Extension project** continues to benefit from the LTA program. Following a community-based report published in late 2012, partners such as the Developing Communities Project (DCP) and CTA are working on livability factors, including a Chicago Housing Authority (CHA) master plan to preserve and rehabilitate 94 percent of the existing stock as affordable housing in preparation for the proposed Red Line extension to 130th Street.
- The U.S. Department of Transportation (U.S. DOT) in 2013 approved the final agreement that will allow the Illinois Tollway to build the **Elgin O'Hare Western Access project**. CMAP's Congestion Mitigation and Air Quality Improvement (CMAQ) program allocated nearly \$70 million to help address a funding gap of roughly \$300 million, which DuPage County is seeking to fill.
- Construction has begun on the **I-294/57 Interchange**, with lane reductions and shoulder closures on both expressways. A Purpose and Need was drafted for the **I-55 Managed Lane project**, and the **eastbound I-90 lanes** between Rockford and Elgin are being rebuilt, with work on the segment scheduled for completion in late 2013.
- Phase I preliminary engineering and environmental study of the **I-290 Multimodal Corridor** is moving toward completion in fall 2014, to result in an Environmental Impact Statement (EIS) for reconstruction from west of Mannheim Road to Racine Avenue.
- Regarding the envisioned West Loop Transportation Center, the **Union Station Master Plan** proceeded with its second stage that began in December 2012, to be completed in mid-2014.

Also this year, the GO TO 2040 plan was amended by adding **Circle Interchange improvements** and the **Illiana Corridor** to the list of fiscally constrained projects. The plan update in 2014 will address these and other factors in the course of revising the original GO TO 2040 financial plan.

Regional Indicators

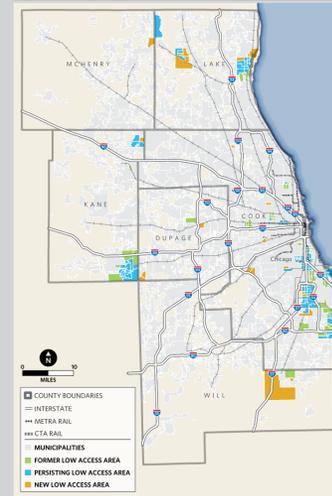
As part of the current GO TO 2040 plan update effort, CMAP is refining the regional indicators that track implementation of the plan. Below are several examples selected in some cases because they reflect new data or research, and in other cases because they tell a particularly compelling story. Visit www.cmap.illinois.gov/data/regional-indicators for more.

Value of agricultural products grown and consumed in southeast Wisconsin/northeast Illinois/northwest Indiana, 1997-2007, value in millions of dollars



Source: Chicago Metropolitan Agency for Planning analysis of U.S. Census of Agriculture data and U.S. Bureau of Labor Statistics data.

Changes in access to food, 2007-11



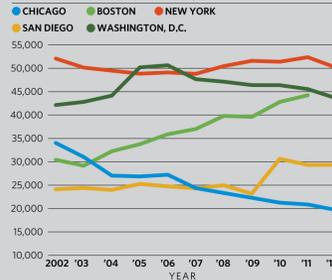
Source: Northeastern Illinois Community Food Security Assessment 2007-11, U.S. Census 2000 and 2010.

Total patent output for Chicago region, 2000-11



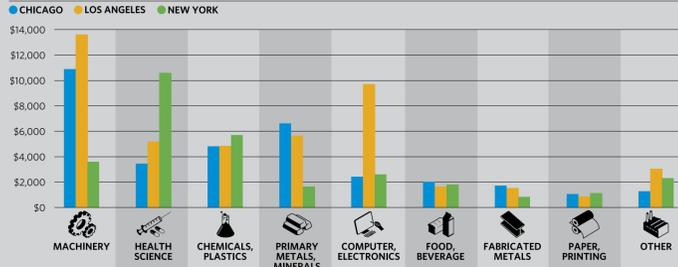
Source: U.S. Patent and Trademark Office data for metropolitan statistical areas.

Private sector R&D employment by region, 2002-12



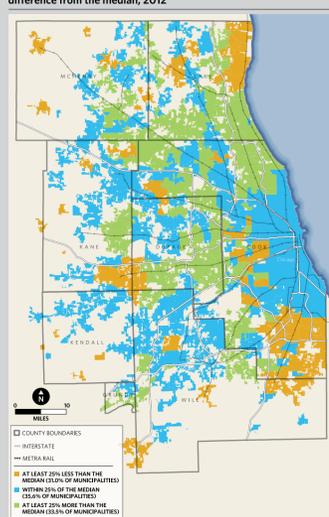
Source: Bureau of Labor Statistics Quarterly Census of Employment and Wages (QCEW) data for metropolitan statistical areas.

Exports from three largest U.S. regions, 2010, in millions of dollars



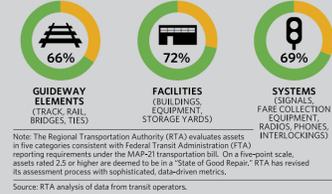
Source: Chicago Metropolitan Agency for Planning analysis of Brookings' "Export Nation," published in 2012 for Chicago 10-state region.

Municipal sales and property tax base per capita, difference from the median, 2012



Chicago Metropolitan Agency for Planning analysis of Illinois Department of Revenue data and U.S. Census, 2010 decennial Census data.

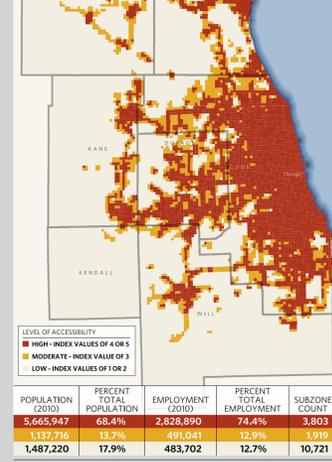
Percentage of transit assets in a state of good repair, 2011



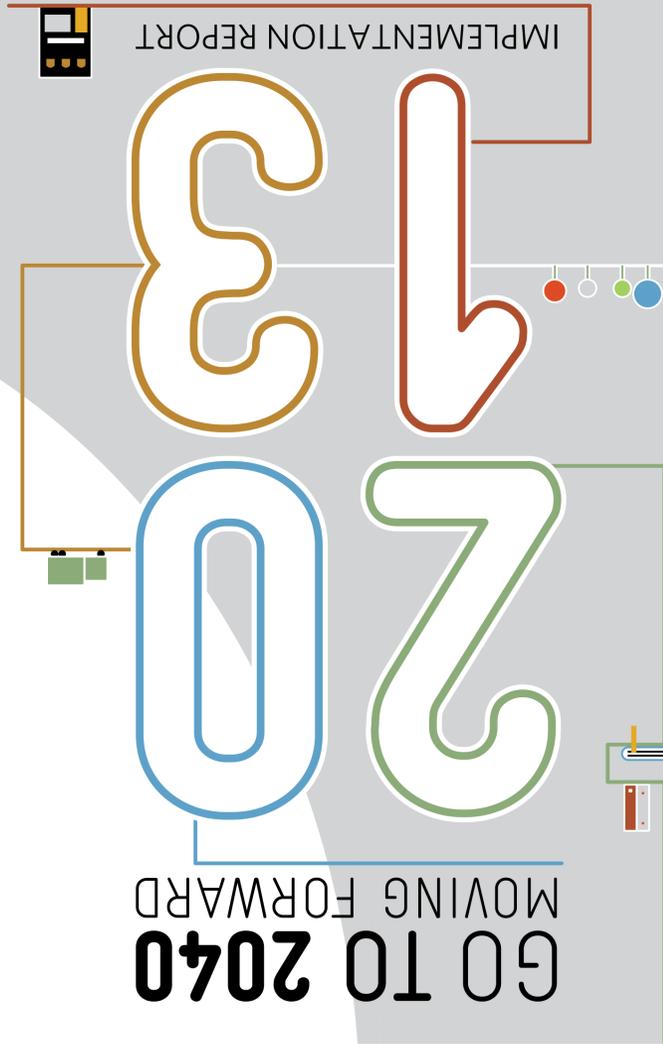
Note: The Regional Transportation Authority (RTA) evaluates assets in five categories consistent with Federal Transit Administration (FTA) reporting requirements under the MAP-21 transportation bill. On a five-point scale, assets rated 2.5 or higher are deemed to be in a "State of Good Repair." RTA has revised its assessment process with sophisticated, data-driven metrics.

Source: RTA analysis of data from transit operators.

Regional transit access, 2010



Source: Chicago Metropolitan Agency for Planning analysis of data from CTA, Metra, and Pace. CMAP evaluates transit access according to four criteria: service frequency, pedestrian environment, proximity, and connectivity. This chart is a prototype, as CMAP is further refining the measure with input from regional partners.



Adopted on October 13, 2010, GO TO 2040 is the seven-county metropolitan Chicago region's official comprehensive plan, with recommendations aimed at government (municipalities, counties, state, federal), regional authorities, the business community (including developers), nongovernmental organizations, and individual residents. It establishes coordinated strategies that help our 284 communities address regionwide population growth of more than 2 million new residents anticipated over the next three decades.

In the past year, implementation of GO TO 2040 has continued to grow deeper and broader, both regionally and locally. This third annual report describes that progress and also serves as a preview of the federally mandated plan update, a draft of which the Chicago Metropolitan Agency for Planning (CMAP) will release for public comment in spring 2014. While that document — which goes to the CMAP Board and MPO Policy Committee for adoption in October 2014 — will not constitute a new plan, the GO TO 2040 update will add elements required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was signed into law in 2012. Due to GO TO 2040's long time horizon, positive impacts documented in the past two implementation reports, and continuing successes of the Local Technical Assistance program, the plan's themes and recommendations (listed below) will not change as part of the update.

CMAP is in the process of revising a number of GO TO 2040 indicators to measure plan performance with the most recent data. The implementation action areas for each of GO TO 2040's 12 recommendations will also be updated. And, in keeping with the federal requirement of "fiscal constraint," the plan update will include a revised major capital projects list, based on the adopted plan's original list, the projected availability of funds, and the latest socioeconomic forecasts.

Through its committee structure, as 2013 comes to a close, CMAP is already months into the GO TO 2040 plan update effort. This report provides insights into that process, highlighting selected implementation activities and previewing some of the GO TO 2040 update's revised indicators. Visit www.cmap.illinois.gov/about/2040/update for the latest information about the plan update.

GO TO 2040 Themes and Recommendations

- | | |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| Livable Communities
Achieve Greater Livability through Land Use and Housing | Efficient Governance
Reform State and Local Tax Policy |
| Manage and Conserve Water and Energy Resources | Improve Access to Information |
| Expand and Improve Parks and Open Space | Pursue Coordinated Investments |
| Promote Sustainable Local Food | |
| Human Capital
Improve Education and Workforce Development | Regional Mobility
Invest Strategically in Transportation |
| Support Economic Innovation | Increase Commitment to Public Transit |
| | Create a More Efficient Freight Network |

